

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	USSR (Leningrad Oblast)	REPORT NO.	[REDACTED]	25X1A
SUBJECT	Port of Leningrad	DATE DISTR.	3 March 1953	
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(FOR KEY SEE REVERSE)

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1. [REDACTED] ship entered the Gulf of Finland (N 60-00, E 27-00) off the coast of Estonia, [REDACTED] two old-type submarines of small displacement, evidently performing maneuvers.

2. Forty miles from Leningrad (N 59-55, E 30-15), where the pilot station was located, [REDACTED] the Soviet Coast Guard vessel which was its escort up to the harbor. A guard unit comprised of an officer and a non-commissioned officer boarded [REDACTED] ship, together with the pilot. The Coast Guard vessel sailed 300 to 500 yards [REDACTED]

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3. As soon [REDACTED] ship reached the harbor, the local authorities (20 men from various services) immediately boarded the ship. The officers and men of the ship's crew were gathered in the dining room, where they remained during a search by soldiers, who were accompanied by two men of the crew. The search lasted three hours.

4. On the following day shore passes were issued to the crew. Eight men of the crew were not allowed to go ashore. [REDACTED] The Seamen's Club automobile was sent to take those who wished to go ashore. The radio room and the chart room, where there was radar equipment, were sealed during the search of the ship. All cameras, binoculars, sextants, fireworks (viz., rockets, flares) were locked in a cabin. Nothing was sealed by customs officials, however, not even cigarettes or beverages.

5.

[REDACTED]
who wished to visit the city. Moving pictures were shown, and a concert was given. It took twenty minutes to check the shore passes of the twelve men who returned to the ship; they were not subjected to body search.

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617

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- 2 -

- 25X1X 6. [REDACTED] the immigration officials stated that a steel pipe, one meter in length, had been thrown at the guard stationed at the stern of the ship. The ship was guarded by three soldiers, one located on the platform at the gangplank, another at the prow, and another at the stern. They remained there during the ship's entire stay in the harbor. It was not possible to determine whether the pipe was actually thrown, as alleged, or whether the incident was staged. The ship's chief engineer admitted that the pipe belonged to the ship, although the rest of the crew had denied it. 25X1X On [REDACTED] all shore passes of the crew were invalidated; the shore passes of the captain, first mate, and the chief engineer were still good while the ship remained in Leningrad harbor (approximately N 59-55, E 30-12), 25X1X that is, until [REDACTED]. The ship was fined 50 rubles for the incident of the pipe, and 25 rubles for a newspaper which was thrown into the sea. 25X1X [REDACTED] the Soviet authorities were unable to prove the ship's responsibility for either pipe or newspaper, 25X1X
7. [REDACTED]
8. Circulation in the port area, which was extensive, was forbidden. The harbor was greatly damaged during the war, and repairs were going on continuously. There were numerous fixed and mobile cranes of considerable lifting power at the harbor, and there were also floating cranes. There were many new and many old tugboats, several of which belonged to the Soviet Navy. The grain elevator was very old, and had no mobile sections. There was a dry dock, and 25X1X [REDACTED] estimated that it would take ships up to 5000 tons; it was located opposite the entrance to the harbor. On the right bank of the Morskoy Canal (approximately N 59-54, E 30-14), as one entered, there were petroleum tanks.
9. There was very little movement of ships in the harbor, perhaps because of the advanced season. There were some Swedish, Norwegian, and Finnish ships, but most were Soviet, and of medium size. Naval vessels passed every day, including old-type submarines, anti-torpedo boats, and corvettes. Of these, only one deep sea, new-type anti-torpedo boat (destroyer?) was equipped with radar.
10. Old naval vessels were berthed or anchored at Kronshtadt Naval Station (N 59-59, E 29-45); very few new ones were seen there. There was a submarine base at the outer edge of the Kronshtadt station. Coastal fortification and emplacements for long-range artillery were located northwest of the Station. 25X1X An old warship, similar to the Greek cruiser ALBATROS, was towing a target used in gunnery practice. [REDACTED] regarded the war materiel [REDACTED] as old and not modernized. 25X1X
- 25X1X 11. [REDACTED] Leningrad was one of the four cities in the USSR which 25X1X had stores with show windows. These stores were located in the central Nevskiy Prospekt (not located). [REDACTED] considered the show windows to be poor, and stated that most of them did not quote any prices. All show windows displayed photographs of Stalin and Lenin.
12. Leningrad was filled with huge signs during the celebration of the thirty-fifth anniversary of the October Revolution.
13. Leningrad was served largely by new buses, street cars, and trolley buses. A subway would be completed within a year. There were American-type, modern taxicabs which charged 1.25 ruble per kilometer. Soviet officers were the principal customers.
14. There were many night clubs, theaters, and restaurants in Leningrad. They were mostly frequented by Soviet officers, who wore their uniforms with medals and decorations.

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- 3 -

15. Most of the citizens were poorly clad, but their clothes were better than those
25X1X of the civilians in other cities of the USSR [REDACTED]. The workers
received wages of 20 rubles a day. They worked unhurriedly; it required six
24-hour working days to load [REDACTED] ship with 7000 tons [REDACTED] 25X1X
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16. Food at high prices was available in stores. Sugar was offered at 11 rubles per
kilogram, coffee at 55 rubles per kilogram, grapes at 8 rubles per kilogram.
Cigarettes were from 2.25 to 3.00 rubles for a 25-gram package. Clothing items
were very expensive: women's ordinary shoes cost 300 rubles a pair, ready-made
dress from 390 to 595 rubles, men's shirts from 75 to 100 rubles.
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17. [REDACTED] no one in Leningrad was smiling; all
pedestrians looked grim.

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